

AMENDMENTS TO THE CLAIMS

1. (Previously presented) A gearshift mechanism for multi-gear ratio transmissions, the mechanism having:

a shift rail selector element, provided with a first selector tongue and a second selector tongue, wherein the selector tongues are maintained at a fixed spaced apart distance from each other,

a first shift rail which is connected to a first shift fork for engaging and disengaging gear ratios by clutch means, the first shift rail including a trough-like first depression extending into a side thereby defining a first reduced wall area, wherein the first reduced wall area includes a first, ~~having an~~ interlocking element for the selective engagement of the second selector tongue,

a second shift rail which is connected to a second shift fork for engaging and disengaging gear ratios by clutch means, the second shift rail including a trough-like second depression extending into a side thereby defining a second reduced wall area, wherein the second reduced wall area includes a second, ~~having an~~ interlocking element for the selective engagement of the second selector tongue,

wherein the second selector tongue selectively engages one of the interlocking element and the second interlocking element while a gear is engaged each of the first shift and the second shift rail include a flat side, and a trough-like depression extending through the flat side thereby defining a reduced wall area, and wherein each reduced wall area includes an aperture formed therein for use as an interlocking element.

2. (Previously presented) The gear shift mechanism according to claim 1 additionally comprising at least a third shift rail which is connected to a third shift fork for acting on third clutch means, the third shift rail, having an interlocking element for the selective engagement of the first selector tongue.

3. (Original) The gear shift mechanism according to claim 2, characterized in that a first group includes two shift rails and a second contains at least one shift rail.

4. (Original) The gear shift mechanism according to claim 3, characterized in that the shift rails are in two groups, each group containing two shift rails.
5. (Original) The gear shift mechanism according to claim 1, characterized in that each shift rails has engagement regions for engagement with a selector tongue depending from a selector element.
6. (Previously presented) The gear shift mechanism according to claim 1, characterized in that the distance between the selector tongues is greater than the distance between two adjacent interlocking elements.
7. (Previously presented) The gear shift mechanism according to claim 1, characterized in that the distance between the selector tongues is smaller than the distance between two spaced apart interlocking elements.
8. (Original) The gearshift mechanism according to claim 1, characterized in that a plurality of shift rails is provided grouped into pairs of adjacent shift rails, the groups being spaced apart wherein a plurality of selector tongues is provided each of which being individually associated to one of the pairs of the shift rails.
9. (Previously presented) The gearshift mechanism according to claim 1, characterized in that the selector element is movable in a cross-gate travel direction transversely to the shift rails and in an into gear direction longitudinally to the shift rails.
10. (Previously presented) The gearshift mechanism according to claim 1, characterized in that all interlocking elements have a width, measured in the first direction, which is less than the width of the respective shift rail measured in the same direction.

11. (Previously presented) The gearshift mechanism according to claim 1, characterized in that the width of each of the interlocking elements is approximately half the width of each of the shift rails.
12. (Previously presented) The gearshift mechanism according to claim 1, characterized in that the selector tongues of the shift rail selector element are tongues, whose width essentially corresponds to the width of the interlocking elements.
13. (Previously presented) The gearshift mechanism according to claim 1, characterized in that the shift rail selector element is connected with a blocking element, which blocks all shift rails in a center position in relation to the second direction when both selector tongues of the shift rail selector element are in at least partial engagement with the shift rails.
14. (Previously presented) The gearshift mechanism according to claim 1, characterized in that the shift rails selector element is connected with a blocking element, which releases only the one of all the shift rails for movement in the second direction, whose interlocking element is the only one which is in engagement with the selector tongue.
15. (Previously presented) The gearshift mechanism according to claim 13, characterized in that the blocking element is arranged on a support, which is seated displaceably in the first direction and in this direction is connected with the shift rail selector element, wherein the shift rail selector element is freely movable relative to the support in the second direction.
16. (Previously presented) The gearshift mechanism according to claim 1, characterized in that the shift rail selector element is resiliently biased towards its center position by means of at least one spring element at least in the first direction, in which its selector tongues are not in engagement with the interlocking elements of the shift rails, or in which its selector tongues are in engagement with the interlocking element of a selected shift rail.

17. (Previously presented) The gearshift mechanism according to claim 10, characterized in that the support has an extension in the first direction, which supports a pressure spring, which is supported between two driver plates, which are stretched by the pressure spring between detents formed on the extension, wherein two stationary contact faces are assigned to the pressure spring.

18. (Previously presented) The gearshift mechanism according to claim 1, characterized in that the shift rail selector element is seated, movable in the second direction, on a support, which in turn is seated, displaceable in the first direction, in a housing, wherein the shift rail selector element has a means for a connection with a known selector finger.

19. (Previously presented) The gearshift mechanism according to claim 14, characterized in that the blocking element is arranged on a support, which is seated displaceably in the first direction and in this direction is connected with the shift rail selector element, wherein the shift rail selector element is freely movable relative to the support in the second direction.

20. (New) A gearshift mechanism for multi-gear ratio transmissions, the mechanism having:
a shift rail selector element including a first selector tongue and a second selector tongue, wherein the first selector tongue and the second selector tongue are maintained at a fixed spaced apart distance from each other, and wherein the shift rail selector element, the first selector tongue and the second selector tongue are selectively movable in a cross-gate travel direction transversely to the shift rail and in an into gear direction longitudinally to the shift rails to engage a plurality of gears,

a first shift rail which is connected to a first shift fork for engaging and disengaging gear ratios, the first shift rail including a first aperture for the selective engagement of at least one of the first selector tongue and the second selector tongue, and

a second shift rail which is connected to a second shift fork for engaging and disengaging gear ratios, the second shift rail including a second aperture for the selective engagement of at least one of the first selector tongue and the second selector tongue.

21. (New) A gearshift mechanism for multi-gear ratio transmissions, the mechanism having:
- a shift rail selector element including a first selector tongue and a second selector tongue, wherein the first selector tongue and the second selector tongue are maintained at a fixed spaced apart distance from each other, and wherein the shift rail selector element, the first selector tongue and the second selector tongue are selectively rotatable in a plurality of axes to engage a plurality of gears,
 - a first shift rail which is connected to a first shift fork for engaging and disengaging gear ratios, the first shift rail including a first aperture for the selective engagement of at least one of the first selector tongue and the second selector tongue, and
 - a second shift rail which is connected to a second shift fork for engaging and disengaging gear ratios, the second shift rail including a second aperture for the selective engagement of at least one of the first selector tongue and the second selector tongue.